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March 5, 2025
Specification And Quotation
For One
26' PackMan Landing Craft
For
Shasta County Fire Department
Contact: Brian Gibilisco
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OVERVIEW: The following describes a 26' PackMan welded aluminum high speed landing craft 2025 production model. Detailed drawings will be submitted for approval prior to construction. Boat shall exit the factory as a completed vessel, adhering to the following specifications. Pricing is based on raw material costs at time of quote. Pricing / Quote valid for 45 days.

GENERAL SPECIFICATIONS:

1. Hull Length: 26 feet
2. Beam: 8.5 feet
3. Transom Deadrise: 16 degrees
4. Person and Cargo Capacity: 2600 lbs
5. Propulsion: Single 6.2 DI 407 HP Kem Equipment Gasoline inboard Engine
6. Fuel Capacity: 75 gallons
7. Bow Door Clearance: 64 inches
8. Bottom Plating: ¼ inch 5086-H116
9. Side Plating: ¼ inch 5052-H32
10. Deck Plating: 3/16 inch 5052-H32
11. Centerline Vertical Keel (CVK): 3/8" x 4" 6061-T6

HULL PACKAGE:

26' PackMan modified vee hull landing craft incorporating a 64" wide bow door.

Hull shall include two structural bulkheads; all bulk heads shall be watertight, the aft two (2) compartments shall be drained via bilge pumps.

8" welded aluminum inspection hatches shall be installed to provide access to all below deck compartments.

Six (6) 10" welded aluminum cleats shall be installed. (3 Per Side)

A ¾" aluminum double padeye shall be welded on centerline of the bow.

¼" rolled plate, 7" radius bow corners shall be installed on the port and starboard sides of the bow door opening.

The transom shall be setup for outboard power and set at 103 degrees off baseline for proper outboard trim

The stern shall incorporate a walk-around engine box.

316 Series Stainless Steel fastening hardware shall be used throughout the vessel.

WELDING:

The hull and superstructure shall be constructed of marine grade aluminum and MIG welded throughout.

All weld seams in the hull shall be welded 100%, both interior & exterior.

A minimum of 15% helium / 85% argon inert shielding gas mix shall be used for all aluminum welding to ensure proper weld penetration and reduce the occurrence of weld porosity.

Welding shall be performed in accordance with American Welding Society Structural Welding Code for Aluminum.

All surface areas shall be shiny, mill finish, with no grind marks, splatters, or blemishes.

HULL OUTFITTING:

1¼" Sch 40 pipe safety railings shall be installed 32" above main deck along port & stbd sides from stern to midship.

1/4" x 4" Beaching wear plate shall be installed on the bow forefoot.

One (1) 26" wide side door shall be installed. Door shall swing inboard and forward in direction, and lock in the closed position.

Four (4) Open scuppers installed flush with the deck at midship and two (2) large pipe drains in the stern shall create a self-bailing main deck. Drains and scuppers shall be sized and installed in accordance with ABYC deck drainage requirements.

One (1) 15" x 24" welded aluminum deck hatch shall be installed on the main deck.

Johnson Duramax DB-503 3" D-rubber fender shall be installed on the gunwale, port and starboard sides. D-rubber shall be permanently attached with a full length capture rail 100% welded to the hull and mechanically fastened on each end to prevent "shrinkage" in cold temperatures. All breaks in the D-Rubber shall be capped with welded aluminum, interruptions shall be flat plate, terminations shall be angled aluminum tubing to create a smooth transition. (Skip welding techniques shall not be used)

3" D-rubber push knees shall be installed on the port & starboard sides of the bow door. Push knees shall be 1/4" plate double wall construction.

One (1) Divers Dream 5 lb zinc anode shall be installed on a bracket that is welded to the transom.

BOW DOOR OUTFITTING:

A 64 inch wide drop down bow door shall be installed to enable personnel transport.

The hull shall incorporate port and starboard bow lockers framing the door opening.

A 12V Warn VRX-35 winch spooled with 50' of synthetic line shall be installed for opening and closing the bow door.

The winch cable runs through stainless steel cheek pulleys on each side of the door providing equal tension on both sides when opened and closed. Aluminum roller sheaves shall be installed on the gunnel.

The bow door shall be outfitted with two (2) 3/4" stainless steel positive locking pin to prevent the bow door from opening while underway.

A replaceable rubber gasket seals the bow door watertight when closed.

The inside face of the bow door shall be double plated for a smooth working surface.

Bow door lockers (Port & Strb.) shall be extended aft and incorporate weatherproof lockable hatches to provide additional storage.

FUEL SYSTEM:

A 75 gallon non-integral fuel tank shall be installed complete with fill, vent, 12V sender and fuel level gauge on console. Fuel tank shall be built from 1/4" plate, pressure tested to 4 psi and bolted into hull framing using doublers and stainless steel fasteners.

One (1) fuel filter/water separator shall be installed complete with shut off valve. Filter to be Racor 320 or equivalent.

Fuel system shall comply with U.S. diurnal emission standards.

12V 140 CFM bilge blower installed in fuel tank compartment.

WHEELHOUSE:

A 54" wide console T-top shall be installed aft on centerline with 60" wide x 95" long roof.

T-top includes three (3) fixed windows with forward leaning windshield, an overhead radio bar, angled aluminum control console, and a flush mounted bolt on console access panel on the forward side of the console for ease of maintenance and future upgrades.

The aft side of the console shall include 3/16" welded aluminum weatherproof hatches with 1-1/2" angle aluminum frame, key lockable 316 series Stainless Steel "T" handle latches, welded 100mm aluminum hinges with grease fitting and Stainless Steel pins, and 1/8" thick PORON neoprene hatch seal.

The T-top roof shall incorporate 1" pipe roof railings, and vertical grab rails on port and starboard sides.

Two (2) Cup holders shall be installed at the console.

A two person upholstered leaning post/seat shall be installed at the console.

Two (2) Aluminum flip-up deck seats shall be mounted, one on the forward side of the T-Top enclosure and one on the aft side of the leaning post. Rubber T-handle latches shall hold the seats secured in the down position when not in use.

Two (2) Exterior seat lockers with 2" seat cushion shall be installed on the forward work deck, one (1) port and one (1) Strb. The locker storage compartment is accessed through a 3/16" welded aluminum weatherproof hatch with 1-1/2" angle aluminum frame, 316 series stainless steel "T" handle latch, welded 100mm aluminum hinges with grease fitting and stainless steel pins, and 1/8" thick PORON neoprene hatch seal.

Canvass "Sun Bimini" with stainless steel frame will be installed over the forward main deck. Canvass will measure 96" wide x 120" long.

TOWING:

A 3" Sch 80 aluminum pipe tow bitt with 1" 316 stainless crucifix pin shall be installed aft on centerline. The towing bitt shall be sized to accept one round turn and three figure eight's of the towline.

A line parting knife shall be mounted in the vicinity of the tow bit.

DIVING:

A removable flip out dive ladder shall be installed on the bow door.

STERN GUARDS AND PLATFORMS:

A full width welded aluminum swim step with non-skid shall be installed on the transom.

ELECTRICAL SYSTEM:

The vessel's electrical system shall be 12vDC.

All electrical cable shall be marine grade copper tinned boat cable and labeled for each circuit.

Cables should be routed in wireways wherever possible. Wherever exposed to potential damage, cables shall be protected with rubber.

Electrical cable shall be sized in accordance with the American Boat & Yacht Council.

All electrical cables shall be marked in accordance with the markings in electrical drawings.

All electrical switches shall be of a heavy-duty type and properly insulated.

The electrical system shall be grounded. In any case the hull shall not be used as part of a galvanic feeding loop.

120V AC ACCESSORIES:

One (1) A ProMariner ProSportHD 20A Battery Charger shall be installed and wired to each battery bank (up to 2 banks). The charger includes a factory-installed 3-prong AC cord for plugging into a conventional 3-prong 120VAC outlet. A 25' extension cord shall be supplied.

The charger cord will be ran through a plug holder (Pro Mariner 51300 or equivalent) in the face of the locker.

12V DC ACCESSORIES:

One (1) 12V 8 position waterproof distribution panel shall be installed on the console.

One (1) 12V self-parking windshield wiper shall be installed on the forward windshield. The wiper assembly consists of a fully sealed, marine rated wiper motor fitted with a heavy duty pantographic wiper arm and matching blade.

One (1) 12V air trumpet horn shall be installed with momentary push button on dash.

One (1) 12V power receptacle with weather cover shall be installed.

Two (2) Dual USB outlets shall be installed in the vessel, this outlet enables the charging of USB devices.

Two (2) 12V 2200 GPH bilge pumps shall be installed with auto float switch.

LIGHTING:

One (1) set of LED navigation lights shall be installed to USCG requirements.

One (1) 12V LED red/white dome light shall be installed in the wheelhouse.

Four (4) Rigid Industries D-Series 6" Dual Row LED flood lights shall be installed on the wheelhouse roof.

One (1) GoLight 20204GT LED search light with 544,000 candle power shall be installed on the wheelhouse roof with a control pad at the console.

One (1) Whelen Century 23" LED red light bar shall be installed on the wheelhouse roof. Controls for the light bar shall be installed at the console.

NAVIGATION ELECTRONICS:

A Garmin GPSMAP 8612xsv - 12" touchscreen GPS Plotter/Sounder shall be installed on the vessel. This includes local area maps, GPS antenna, transom mounted transducer, and installation.

A Whelen WPA1 siren system with 100W speaker horn shall be installed on the vessel. The system controller and microphone shall be installed at the console.

Install FLIR M300C thermal camera, pan/ tilt/ zoom on roof mount.

OUTFITTING AND SAFETY EQUIPMENT:

One (1) Fireboy MA2 Series automatic engine room flooding fire extinguishing system to be installed with manual pull cable at operator console.

PAINT, GRAPHICS, AND MARKINGS:

Vinyl wrap shall be applied to the hull. Pricing reflects a basic one- or two-color scheme. Details and colors TBD. Lettering and graphics extra.

Matson Industrial Floor Grip Non-skid deck coating shall be applied to all main deck walking surfaces. (Color- 223 Gray)

A U.S. Coast Guard rating placard shall be installed at the dash.

A bow door warning placard shall be installed adjacent to the bow door.

Bow door switch to be mounted on a bow door switch placard.

ENGINE ROOM:

The engine room shall be one compartment and shall include a walk-around engine box with a single flush and guttered engine hatch on the aft deck.

Engine hatch shall be large enough to remove the engine, provide a weather tight seal when closed, include flush mounted stainless steel hinges, and shall be lockable in the open position. Handles shall be inset and flush to the deck.

The engine room shall incorporate two air intake boxes on the aft deck for natural ventilation and combustion air intake. The air intake boxes shall include gutters to prevent water ingestion into the engine room.

Engine stringers shall be 3/8" plate, continuously welded, and shall include gussets under the engine mounts.

The transom shall have a 3/8" welded aluminum plate doubler where the water jet attaches.

1.5" thick vinyl foam acoustical insulation with leaded barrier shall be installed in the engine room on the engine room bulkhead and engine hatches to reduce noise inside the cabin while underway.

PROPULSION:

Single Hamilton Jet HJ274 jet drive shall be installed on an aluminum intake block welded to the hull.

Jet shall be installed complete with impeller, overflow kit, intake rake, HSRX hydraulically operated bucket and manual bucket control.

Standard option steering to be supplied via a Seastar hydraulic steering system. Installation includes 2.4 cubic inch helm pump (HH5272) and BA150-3ATM sterndrive steering cylinder (HC1503).

A VDO angle indicator shall be installed to show steering angle.

ENGINE:

Single KEM 6.2 DI Gasoline inboard Engine, marine engine rated 407 BHP @ 5,000 RPM.

Engine shall be installed with a heat exchanger cooled, closed loop cooling system.

Engine will be outfitted with a four point flexible mount system.

Throttle & shift controls shall be installed on starboard side of the helm and located so the operator can conveniently steer while both sitting and standing.

The engine shall be installed complete with seawater cooling system, thru-transom exhaust with Vernetone mufflers, starting system, and hydraulic steering.

Engine shall meet EPA marine emission requirements at time of manufacture.

Engine instrumentation shall include multifunctional color display and shall be adequately illuminated for nighttime operation.

JET:

A single Hamilton Water Jet 241 series drive shall be installed on an intake block that is welded to the hull.

Jet shall be installed complete with impeller, overflow kit, intake rake, Flywheel Adapter, HFRC hydraulic reverse system, single station manual bucket control, and standard 150 mm coupling.

Installation of the jet drive to include main drive shaft assembly's with fasteners and adapters.

MACHINERY COMPARTMENT:

A machinery compartment shall be installed on the front of the console.

The machinery compartment shall be one compartment and shall include an access hatch. The hatch shall be large enough to remove the fire pump engine. A gas ram shall be installed to hold the hatch up while in the open position.

The machinery compartment shall be ventilated for natural ventilation and combustion air intake. Forward side of the air boxes shall be outfitted with dry storage lockers.

FIRE SYSTEM:

Hale Class 1 PowerFlow HPX450-B35 fire pump capable of producing 550 GPM @ 45 PSI, 400 GPM @ 75 PSI and 250 GPM at 100 PSI shall be installed in a ventilated locker. The fire pump is powered via an air-cooled 35 HP Briggs and Stratton engine. The fire pump has a 4" intake and 3" discharge.

A diaphragm hand primer pump shall be plumbed to the pump impeller for priming the main pump.

A remote mounted control panel shall be installed in the co-pilot position of the dash. Panel includes start/stop, choke, throttle, oil pressure light and water pressure gauge.

The pump shall have a dedicated battery start bank tied via crossover switch to the main engine start bank.

A 4" welded aluminum thru-hull intake shall supply the fire pump. Intake includes removable strainer plate affixed to the underside of the hull.

A 4" manually-operated 316SS butterfly valve sandwiched between a pair of 150# aluminum ANSI flanges shall be installed between the thru-hull and pump intake to serve as an isolation valve.

A section of 4" corrugated wet exhaust hose installed between the butterfly valve and pump intake will provide a buffer from engine vibration.

The pump discharge will supply a 3" diameter fire main assembled from schedule 80 seamless aluminum pipe and fittings.

Stainless steel Victaulic couplers to be used at all pipe breaks.

Two 9" Delta-T fans shall be installed in the engine room vent boxes on the aft deck (one port and one starboard). One fan shall be designated for air intake and one fan shall be designated for air exhaust.

A 3" fire main branch shall extend to the port bow and terminates with a 3" 150# ANSI flange at a fire monitor station. A 3" 316SS ball valve located in the fire locker below controls water flow to the monitor station.

Stainless steel Victaulic couplers to be used at all pipe breaks.

A 3" fire main branch shall extend to the port bow and terminates at a fire monitor station with 4" ANSI flange.

A Task Force Tips "Valve Under Monitor" (V.U.M.) shall be installed at the station. V.U.M. will be outfitted with a 4" ANSI inlet and a 4" ANSI outlet. V.U.M. will feature two (2) 2.5" MNH gated 90 degree elbows with integral quarter-turn valves. Each gated elbow will be equipped with 2.5" FNH x 1.5" MNH reducer and a 1.5" FNH blind cap.

Gated elbows allow for hand tack lines to be used off the V.U.M.

Stainless steel Victaulic couplers to be used at all pipe breaks.

A Task Force Tips Hurricane monitor rated for up to 1250GPM shall be installed at the port bow station. Monitor includes manual horizontal rotation with locking lever, handwheel-crank vertical elevation and automatic drain valve.

The monitor has a 4" ANSI flange inlet and a 2.5" NHM outlet.

A quad-stacked tip and stream straightener shall be included.

TRAILER:

Vessel shall include one (1) EZ Loader TEZB28-30 8,500lb capacity galvanized tandem axle bunk trailer complete with surge disc brakes on both axles, 2-5/16" ball receiver, manual strap winch, safety chain, heavy duty jack stand, DOT approved lighting, spare tire with carrier.

SEA TRIALS:

Vessel shall undergo testing (Sea Trials) after completion to verify proper function and performance of all systems.

SHIPPING:

Shipping of the completed vessel to Redding California shall be provided.

Owner/Buyer to be responsible for any off loading charges.

DOCUMENTATION & KEYS:

One (1) Operation & Maintenance Manual shall be supplied with the craft. Includes OEM technical literature for all supplied equipment, operator/safety instructions, as-built boat drawings, as-built electrical system drawings.

Vessel to include two (2) complete key sets. (Doors, Hatches, Ignition)

Original Bill of Sale and Manufacturer's Statement of Origin documents shall be delivered with the boat conveying free and clear title(s).

TOTAL PRICE:_____ \$358,396.00

California State Sales Tax 7.25% _____ \$25,983.71.00

TOTAL PRICE ALL THE ABOVE:_____ \$384,379.71

For William E. Munson Company,

Jon Wise, President